

ELEVATOR MEN ARE ON THE LIST

Interstate Commerce Commission About to Look Into the Grain Business.

SENATE STARTED INQUIRY

RAILROADS ASKED FOR FACTS AND FIGURES.

Washington, July 13.—An investigation is to be made by the interstate commission, by authority of the United States senate, of the elevator, grain buying and forwarding business of the country to determine to what extent special favors have been granted to them by railroad companies; the influence which the alleged monopolizing of this branch has upon the market; the injury it has worked to grain producers; the extent to which railroads, their officers, directors, stockholders and employees own or control the grain buying and grain forwarding companies; and the manner in which such holdings, if any, were secured. The interstate commission has sent a circular letter to every railroad corporation in the United States requesting its responsible officials to furnish to the commission, as soon as practicable, information which will enable it to report to congress next December.

Information Asked.

In brief, the commission desires railroad companies to supply it with the name and location of every grain elevator along their lines, together with the capacity of the elevator and whether the elevators are used solely by their operators; the name and address of each firm or corporation operating the elevators; whether any of the elevators are located upon the lands of the railroad company, and whether such privilege of location is open to other persons desiring to erect elevators along the railroad lines; what, if any, interest the railroad companies have in elevator properties and whether any allowance in money or otherwise is made by the railroad companies for the elevation or transfer of grain; the name and address of the ten persons or firms who have been the largest shippers of grain over the railroad lines since June, 1905; the extent to which each railroad company since June, 1905, has been engaged in the buying or selling of grain; the extent to which any, to which any officer or employee of the railroad has been engaged in the operation of any elevator; a description of all facilities or privileges which the railroad companies, during the three years ending June, 1905, have extended to maintain or increase the volume of grain traffic over the lines of railroads, together with details of such special privileges or facilities; and a statement showing in detail the methods of the railroad companies in purchasing cars for the shipment of grain.

Will Be Thorough.

It is expected by the commission it will require three or four months to obtain the information asked for in its circular letters, but no special difficulty is anticipated ultimately in obtaining it. The investigation instituted by the commission will be thorough and sweeping and the commission expects to be able at the beginning of the next session of congress to lay before the senate such information as may be of value to it in the form of legislation regulating the interstate grain traffic of the country.

WAR ON COMBINATIONS.

Thirty-nine Laundry Companies Indicted in Cincinnati.

Cincinnati, July 13.—Thirty-nine laundry companies and laundry proprietors were indicted by the grand jury today on the charge of "maintaining" a combination in restraint of trade.

Eighteen of these were also indicted as an organization in restraint of trade. These include all members of the Laundry exchange, who were indicted on the thirty-nine individual indictments.

WALL PAPER PICTURE FRAMES

Up-to-date goods at popular prices. Painting and Paper hanging.

Chas. H. Bodel, 33 East 1st South.

NEW SOUTHERN HOTEL.

Good rooms, reasonable prices. Hot and cold running water, free bath, elevator and bell service.

P. H. CANDLAND, Mgr.

IDAHO COMMERCIAL CLUBS

Federation in the Upper Snake River Valley Now Being Given Attention.

(Special to The Herald.)

Rigby, Ida., July 13.—A movement has been on foot for some time, in eastern Idaho, to organize a federation of all of the commercial clubs of the upper Snake river valley, including Pocatello, Blackfoot, Shelley, Idaho Falls, Rigby, Rexburg, Sugar City, St. Anthony and Marysville. Yesterday, pursuant to a call, the clubs from Rigby to Marysville met, by invitation, in the club rooms of the Rexburg Commercial club, and organized a permanent committee or club, made up of one member from each club. George E. Hill, jr., was chosen chairman, with C. W. Poole as secretary. This committee will get busy at once on railroad discriminations in freight rates against Fremont county.

It has long been recognized that the Oregon Short Line has not given this county a fair deal, on account of its being located on what is known as the Yellowstone branch. The commercial people, however, claim that this branch does a proportionate business with any part of the main line, and therefore should be given the same freight rates. A fight will also be made to obtain a common point rate for this county from the east and west, equal with Salt Lake and Ogden. There is no reason why these concessions should not be granted, as the growth and development of this county in the past few years warrants it. This newly organized body of men will soon go to Salt Lake and take up the freight discrimination with the Short Line officials.

Governor Gooding has been in eastern Idaho the past week trying to learn his standing, and fate, at the approaching Republican state convention soon to be held in Pocatello. It was given out that he was in Fremont county ostensibly to investigate the cricket scourge, which has assumed large proportions again this year. But as the G. O. P. always claims credit for every beneficent blessing, whether coming from heaven or earth, the Democrats refuse to credit this new statement of the governor. The Democrats have been anticipating that the cricket pest would be charged to them, but thus far have escaped. Inasmuch as Mr. Gooding is assuming jurisdiction over the cricket horde, it would appear that they feel some responsibility for their appearance.

A reception was tendered Governor Gooding yesterday by the Rexburg Commercial club, at which were present many prominent men, including Democrats, from all over the county. Impromptu speeches were made by Acting Mayor Dunslop of Rexburg, C. W. Woodmansee, president Rexburg Commercial club, John Donaldson, probate judge of Fremont county, Mark Austing of Sugar City, George E. Hill, jr., of Rigby, and a number of others. The great resources of eastern Idaho and the necessity of united effort on the part of our citizens toward developing the country, formed the chief topics. A number of vocal selections by Rexburg artists were delightfully rendered.

Mr. Sherman, of the Sherman-Ottenger automobile company, agents for the Reo motor cars, from Salt Lake, and E. N. Musselman of Ogden, were in Rigby today, hobnobbing with Messrs. Woodmansee and Hill, who each own Reo cars.

The business people of Rigby, with as many others as may wish to join, propose going on a "get acquainted" excursion up the river to Swan valley on the 24th of this month. After visiting the several settlements up the river the party will indulge in fishing and other pastimes until returning.

Very little interest has so far been manifested in Republican politics, although the party's primaries were held in all the precincts of the county last Monday. In most of the districts enough voters failed to show up to constitute the delegates to the county convention.

The Democratic primaries will be held on the 23d of this month. The great Bryan awakening that has swept the country has had the effect of causing the Democrats to take renewed courage, and something may be expected from them by 1908.

Dr. Keith has resumed his dental practice, 503 Scott building, 168 Main.

LONG NIGHT OF DREYFUS ENDED

Persecuted French Officer Restored to Army With Rank of Major.

PICQUART A BRIGADIER

WILD SCENES IN CHAMBER OF DEPUTIES.

Paris, July 13.—This was the closing day of parliament and it was largely devoted to the rehabilitation of Alfred Dreyfus, so that the national holiday tomorrow may witness his return to the army and the official effacement of the stain of his good name. The chamber of deputies met at 9 in the morning for the purpose of hastening the proceedings and War Minister Etienne presented two government bills, one restoring Captain Dreyfus to the rank of major of the artillery and the other promoting Colonel Picquart to that of brigadier general. Etienne asked for speedy action, adding that it was the government's intention to inscribe Dreyfus' name on the list of candidates for the cross of the legion of honor. This announcement brought out a storm of applause. The bills were referred to the army committee, which at once went into session, approved them and drafted strong, favorable reports.

Bills Passed Amid Excitement.

Later, amid the great excitement, the chamber considered the bill relating to Dreyfus and passed it by a vote of 42 to 42.

M. Messimy, Radical Socialist, read the report, amidst applause. There were two violent incidents as the voting began. M. Dure shouted a taunt directed at the Socialists, whereupon M. Lasies, anti-Semite, rushed at his colleague and attempted to strike him, but several deputies intervened.

At the same time, Mm. Flanin, Republican, and Ghesquier, were separated after efforts to exchange blows. A tumultuous demonstration greeted the announcement of the vote.

President Brisson, in announcing the vote said: "It is with pride that I register this vote consecrating the triumph of virtue."

Knock-Down Fight.

A knock-down fight occurred in the center of the chamber as M. Pressuz, Socialist, demanded that the government prosecute the guilty officers.

M. Pughesi-Conti, Republican, shouted: "The government officers are scoundrels."

M. Sarriest, Radical Socialist, then sprang forward and struck M. Pughesi-Conti a stunning blow in the face.

A scene of tremendous confusion followed, during which the aisles were invaded by struggling deputies. President Brisson then suspended the session and ordered the chamber to be cleared, which measurably subdued the tumult.

Later, M. Pughesi-Conti sent his seconds to M. Millevoye and M. Lasies sent his seconds to M. Sarriest as a result of the afternoon's scene in the chamber.

The Law as Passed.

The text of the law, restoring Dreyfus to the army, is as follows:

"Captain of Artillery Dreyfus, according to the law of 1889, amended in 1890, is hereby promoted to be major, taking that rank on the day of the promulgation of the present law."

The report severely arraigns the officers who were responsible for his condemnation, characterizing their acts as wicked villanies.

M. Denys Cochin, Conservative, protested against the violent language used in the report, whereupon there were tumultuous demands that General Mercler be prosecuted.

The restoration of Colonel Picquart was passed, 477 to 27 votes. The disorders were repeated when the Picquart report was read.

Prosecution Prevented.

The radical supporters of Dreyfus are seeking to force the government to prosecute the many generals, colonels and high functionaries responsible for his condemnation. The amnesty law protects them but a movement is on foot to repeal this law for the purpose of reaching Generals Mercler and Cassus. Colonel Du Paty and others who were prominent in the prosecution of Dreyfus.

The government newspapers declare that the affair is closed, but others, notably the Figaro and Echo de Paris, assert that force reprisals are about to begin.

The Figaro, however, appeals to those who were prominent in obtaining a revocation of Dreyfus' trial not to attempt to obtain revenge.

The Eclair asserts that the acquittal

GOV. GOODING IS HUSTLING

Idaho Executive Out Among the People Seeking Second Term Support.

(Special to The Herald.)

Rexburg, Ida., July 13.—Governor Gooding spent Wednesday in Rexburg. He arrived here at 7:30 a. m. on the southbound passenger from St. Anthony. The brass band, and Company M. N. G. I. were drawn up at the depot when the train pulled in. Strains of music greeted the governor as he alighted from the car. Acting Mayor Hyrum Dewsnap, representing the city government, and a committee of the local Republicans, viz., Dr. O. C. Ormsby, T. J. Winter, Ross J. Comstock and L. T. Wright, received him at the depot.

With the band and guardsmen in the lead, the governor's carriage was escorted to the Idaho hotel on Main street.

The band and militia boys lined up in front of the hotel. Several selections were played by the band, after which his excellency breakfasted at the hotel. Later he was taken for a drive to see the farms. He was especially interested in the dry farming on the bench southeast of town. He visited the large farm of Webster & Woodmansee, which is adjacent to the lands selected by the state in this county. He was well pleased with the selection. Returning from this drive, he was taken to the rooms of the Commercial club, where he made his headquarters during the remainder of the day. At 4 p. m. a luncheon was served, at which leading officials and party representatives were present. An informal reception was held after the luncheon and many citizens called upon him. He left tonight on the southbound flyer at 8:47 p. m. He was well pleased with the reception accorded him by the citizens of Rexburg.

A mass meeting, called by the mayor and city council, met in the Commercial club rooms on Tuesday night to consider the proposition of celebrating the 24th, Pioneer day. A motion was made and carried that an executive committee be appointed to select the respective committees to carry out the celebration. Hon. Hyrum Dewsnap, Dr. O. C. Ormsby and C. H. Woodmansee were chosen as the executive committee.

The Rexburg Commercial club will have a grand old time camping out at Heise Not Springs on Thursday. Over one hundred have decided to go up to the springs. The Rexburg orchestra will be in attendance to furnish music. A programme of an athletic nature will be carried out. It is the intention of the club to have another outing in August.

The Democratic party will hold a primary to select delegates for the county, on the 23d of July. The meeting is called by Judge Hyrum Ricks.

Dr. Lorin F. Rich has returned from the east. He arrived here with his family last Sunday. He will resume his medical practice here. While away he took a year's postgraduate study in Philadelphia.

Mrs. David Heythem presented her husband with a baby boy last Sunday. All doing well.

LAST DATES—LAST DATES

Excursions East

Via Oregon Short Line-Union Pacific.

July 19, 20 and 21:

Omaha or Kansas City and return.....\$49.00

Chicago and return.....61.50

St. Louis and return.....56.50

St. Paul or Minneapolis and return.....58.50

These rates apply from Salt Lake City. Proportionately low rates from other stations to eastern points.

Limit, Oct. 31, 1906.

CITY TICKET OFFICE, 201 Main St.

How to Avoid Pneumonia.

You can avoid pneumonia and other serious results from a cold by taking Foley's Honey and Tar. It stops the cough and expels the cold from the system, as it is mildly laxative. Refuse any but the genuine in the yellow package. F. J. Hill Drug Co., the never substitutes.

of Dreyfus means that politicians have seized the judiciary.

The prevailing tone of the press testifies to the scrupulous integrity of the court and hails its decision as a triumph of justice.

COMMENCE WORK ON BIG VIADUCT

Structure 22 Feet High Will Be Built Over Oregon Short Line Yards.

CROSSES AT NORTH TEMPLE

WALKS FOR PEDESTRIANS AND ROADWAY FOR WAGONS.

Work on the viaduct over the Oregon Short Line yards on North Temple street has commenced. Huge poles have been driven into the ground on the west side of the yards. These poles are sunk nearly twenty feet and will support the foundation for the viaduct. They are placed in order from the western edge of the yards on North Temple street to the center of the block between the yards and Fourth West street. The incline leading to the viaduct will commence at a point near Fifth West street. This will be made of dirt for some distance. The viaduct itself will be about 1,000 feet long. On the east end another descending roadway will reach almost to Second West street.

No Grading Necessary.

The pile-driver completed its work on the west end of the viaduct site yesterday afternoon, and will now commence on the east end. When the poles are in place a concrete foundation will be laid. This done, the structural steel framework of the viaduct itself will be put into position. A large force of men is hurrying the pile-driving to completion. Little grading will be done on either side of the yards as the street is level. When the framework is riveted into place and the flooring laid on the high platform, the viaduct will be practically completed. The roadways leading to and from the platform will be thrown up in quick time. When all is completed the viaduct will be 60 feet long, 34 feet wide and will cost in the neighborhood of \$18,000.

The roadways will provide an easy ascent and descent for wagons and pedestrians. Walks, guarded by rails, will be built from one end of the viaduct to the other.

Will Prevent Accidents.

This viaduct will furnish a path from one side of the yards to the other above the tracks, thus eliminating the dangers of loss to life and property. When the new yards are completed several dozen new tracks will lead to and from the depot across North Temple street. Engines and trains will be passing over the crossing constantly. Were pedestrians and wagons forced to cross the tracks, many collisions and accidents would occur.

The viaduct as planned by the Harri-man engineers will be made of structural steel. This is but one of the many improvements now under way in the neighborhood of the Oregon Short Line depot and yards. The flume running under the tracks along North Temple street is being lowered a half dozen feet. This change was necessitated by the four-foot drop in the new grade of the yards. A gang of fifty workmen is making these changes. The present yards are four feet higher at the depot than they are at First North street.

A grade has been started at a point near First North street. This has been completed as far as North Temple street and will be carried to a point near First South street. The flume running under the yards at North Temple street is being lowered to meet the new drop and to permit the workmen carrying the grade toward the depot. Trains are passing over the high portion of the yards while the east side is being lowered. When the work on the east side is completed, tracks will be laid and train operation transferred.

Roofing Iron Arrives.

Each day sees marked progress in the erection of the new steel freight depot. The last bolts are being tightened and the last rivets hammered on the north end of the building. Galvanized iron roofing is arriving and being unloaded. This will be thrown on the steel framework within a few days. The roof of the building extends over the platforms on both sides. Guttering is being strung along both sides of the structure. While the steel workers are putting on their finishing touches to the main structure and brick layers are going ahead with their portion of the work. The brick walls on the south end of the long structure almost enclose one story. The building at this end is two stories high to provide space for offices. Window sills and corner

BRIGADE POST QUESTION

Secretary Taft Going to Oyster Bay to Discuss the Matter With Roosevelt.

Washington, July 13.—Secretary of War Taft will leave Washington Sunday evening for New York and meet the president Monday at Oyster Bay to further discuss the proposed establishment of brigade posts in various parts of the country, involving the abandonment of many of the smaller army posts. The plea has been made that some of the posts adjacent to large cities should be maintained in order that the troops may be available to suppress riots. Secretary Taft, however, does not favor this idea, holding that it is the duty of the states to maintain their militia forces in such condition that they can suppress internal disorders of that kind without recourse to the regular army, which is made unpopular by the service suggested.

WRIT OF ERROR ALLOWED

Mayor Rose Bites His Thumb at Kansas Supreme Court.

Washington, July 13.—Justice Brewer of the United States supreme court, today allowed a writ of error to the Kansas supreme court in the case of Mayor W. W. Rose of Kansas City, Kan., and ordered a stay of proceedings by the Kansas court. The writ was allowed on a petition from Mr. Rose, in which he seeks to have the federal court review the action of the state court in imposing a fine of \$1,000 upon him for contempt in becoming a candidate for mayor a second time after he had been ousted by the state court on a charge of failure to execute the state liquor law. The contempt verdict provided that Rose should be imprisoned if the fine was not paid within twenty days. Justice Brewer's action will have the effect of preventing either the collection of the money or the enforcement of the imprisonment penalty until the federal court can investigate the matter after convening next October.

DISTURBED THE CONGREGATION

The person who disturbed the congregation last Sunday by continually coughing is requested to buy a bottle of Foley's Honey and Tar. F. J. Hill Drug Co., the never substitutes.

stones are being made of concrete manufactured and shaped on the ground. The foundation pillars for the new hide-house to be built just west of the freight depot are being installed. This building will be 60 feet long, 34 feet wide and will cost in the neighborhood of \$18,000.

Railroad Notes.

J. Harry Carson, business manager of the "Railroad Red-book," a Rio Grande publication, and other railroad literature, was in Salt Lake yesterday.

The Colorado-Midland has issued a neat pamphlet called "A Swing Around Pike's Peak." The book compares the trip around the peak on the Colorado Midland to a boat-swing ride. The booklet is illustrated with pictures of the towns touched, the surrounding scenery and views of the peak itself.

When you buy PILLSBURY'S Best Breakfast Food VITOS

20¢ goes as far as \$2.00

does in purchasing the ordinary ready-cooked kind.

HERE IS THE REASON.

A 2 pound package of Pillsbury's Best Cereal Food—Vitos costs 20 cents and makes 12 lbs. of the "White heart of the Wheat" food.

Twelve 15 cent packages of the ordinary ready-to-eat kind cost \$1.80, and make only about 11 lbs. of food. So you see when the great economy lies!

Vitos never gets sticky or lumpy in cooking.

Ask Your Grocer.

PILLSBURY'S BEST CEREAL FOOD—VITOS

WHEAT FOOD

STERILIZED

MADE IN U.S.A.

THE STORY OF THE WHITE HEART

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